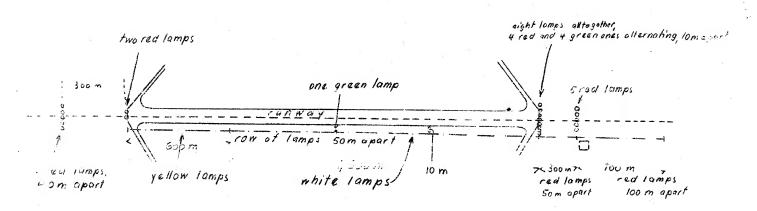
COUNTRY	Cornany (Soviet Zone	a) Î				25X1
	Frand Airfield					
E VERNOLD BEAUTY SALES	no se la communication estimate de la companya del la companya de		×	Make demokratik Prilipse of the State of the		Market of the street of the st
EVALUATION	see below				bret	25X1
DATE OF CO	NIENT 1 to 12 April		Editional de Conditional acuations of the speed approx	COPY OFFI OFFI OFFI OFFI IN COPY OF THE BASE OF THE STREET OF THE OFFI OFFI OFFI OFFI OFFI OFFI OFFI OFF	ich nobben a soom a sooten beg	odkon z stokka 1946. "z "przekadkym szen a "w "
		25X1	TE PREPAREN	30 April 1952	Maria Companya da ang mangalangan	mag regraphent of the week of a life
				25X1		es and the second of the secon
PAGES	ENCLOSURES (NO.	& TYFE) 1.	- sk etc h on d	itto		
	ad terrior verte deliberar dan delet sans er den germanne telephologischen der er e					
		TO THE CONTROL OF THE PARTY OF	The second secon	Andre — Anna Andrew (Marie Marie Mar	THE RESERVE OF THE PARTY OF THE	ers i reduceditation è cue commun. per en la g.
		for high medical field and the state of the	Provide de la constitución de la		Mir. desimbras meneral austikanikan ya	Maria emitropolaren etramiakoa eta era eta
,	25X1	ing (1996) - Angles (1996) - Angles (1996)		n (1.6 ж.). Б. байбатай неклапундун адамын 2 - ж. 44 шанаа 1974 онд 1972 г.). 27.	tink medikatifur entartierus ekrelyyek ikeg	en verteboles, elemente su sites 🤫 .
o a Ter management designation vers d'ambates des sessions	to a series of the particular section of the property of the section of the particular section o	etinnisen vakales nikaadan araan maadaada	Market Market Market No. Colonia P. C. Colonia Service	N. H. Torrich Control of Control	bies - "Sandhadhid, aguspac", cancumiseus, eile	ann - ann bear (1924年)。 1955年 - 37 (1945年)
					•	
25X1	7					25
1.	On 1 April 1952, jet bo	mbama mada 4			as rfield	
X1	on 2 April, there was f About 11 a.m., three je an altitude of about 50 The landing of these pl vation. On 3 April, 13	were ador lying by jet t tombers fl meters. Th anes could r type-27 ar	ntified on for t bombers. The Lying in wedge ne planes were not be observed to type=30 planes	or planes. From the weather was p the formation cross of fitted with au the from the from the fitted with all the fitted with	n 8 a.m. to partly clossed the inxiliary in point of the mark of t	to 6 p.n. oudy. field at fuel tanks. f obser25x
X1 X1	on 2 April, there was f About 11 a.m., three je an altitude of about 50 The landing of these pl vation. On 3 April, 13 No other planes were pa 10 a.m. to 6 p.m. Grouplane began to tax; whe would then assemble in	were ador lying by jet it tonkers fl meters. The lanes could r type-27 ar rked at the ps of three n the proced wedre format	ntified on for t bombers. The lying in wedge ne planes were not be observe not type-30 planed field. There aircraft each ling one had be aircon and remains	er planes. From the weather was performation cross of fitted with an end from the control of the	n 8 a.m. in partly closed the inviliary in point of the were of the homber of the three th	to 6 p.m. cudy. Iteld at fuel tanks. Cobserved, are from that a ree planer makes. On 3 April
X 1	on 2 April, there was f About 11 a.m., three je an altitude of about 50 The landing of these pl vation. On 3 April, 13 No other planes were pa 10 a.m. to 6 p.m. Grouplane began to tax; whe would then assemble in 5 April, the same number In spite of good weather and 6 p.m. on 8 April,	were ador lying by jet it tonkers fl meters. The lanes could r type-27 ar rked at the ps of three n the proced wedre format r of places r there as jet boriers	ntified on for t bombers. The lying in wedge ne planes were not be observed not type-30 planed field. There aircraft each ling one had be then and remain was observed no flying bet continually r	ar planes. From the weather was performation cross of fitted with an end from the mass and I biplicate was flying by a took off in subsection aloft for 20 at the installative 5 and 7 Approacticed flying	m 8 a.m. to partly closed the inviliary in point of the were of jet homber to the the the the same way. The the the same way to same way.	to 6 p.m. budy. field at fiel tanks. f obser25X boserved. bose from that a ree planer makes. On on 3 April . chocen 9 a
	on 2 April, there was f About 11 a.m., three je an altitude of about 50 The landing of these pl vation. On 3 April, 13 No other planes were pa 10 a.m. to 6 p.m. Grouplane began to tax; whe would then assemble in 5 April, the same number In spite of good weathe	were ador lying by jet it tonkers fl meters. The lanes could r type-27 ar rked at the ps of three n the proced wedre format r of places r there as jet borders	ntified on for t bombers. The lying in wedge ne planes were not be observed not type-30 planed field. There aircraft each ling one had be then and remain was observed no flying bet continually r	ar planes. From the weather was performation cross of fitted with an end from the mass and I biplicate was flying by a took off in subsection aloft for 20 at the installative 5 and 7 Approacticed flying	m 8 a.m. to partly closed the inviliary in point of the were of jet homber to the the the the same way. The the the same way to same way.	to 6 p.m. budy. field at fiel tanks. flobser25X baserved. base from that a tee planer makes. On On On On On On
<1 { 1	on 2 April, there was f About 11 a.m., three je an altitude of about 50 The landing of these pl vation. On 3 April, 13 No other planes were pa 10 a.m. to 6 p.m. Grouplane began to tax; whe would then assemble in the spite of good weathe and 6 p.m. on 8 April, observed from groups.	were ador lying by jet t tonkers fl meters. Th anes could r type-27 ar rked at the ps of three n the proced redre format r of plass r there as jet borders cat distance k cars were	ntified on for the third on for the character of the continually restricted that there are seen on the seen of the seen of the seen of the seen on the seen of	ar planes. From the weather was performation cross of fitted with an end of from the was flying by the coordinate of the installative of and 7 Appracticed flying as flying at the fiding of the fideling of t	m 8 a.m. in partly closed the inviliary in point of the me were of the them to 30 min	to 6 p.m. Dudy. Iteld at field at field tames. F observed. Disserved. Disserv
₹1 ₹1 ₹1 ₹1 1 25 X1	cn 2 April, there was f About 11 a.n., three je an altitude of about 50 The landing of these pl vetion. On 3 April, 13 No other planes were pa 10 a.n. to 6 p.m. Grou plane began to tax; whe would then assemble in papers, the same numbe In spite of good weathe and 6 p.m. on 8 April, Observed from gr (1) Twenty-one railroad tam	were ador lying by jet tonkers fle meters. Tr anes could r type-27 ar rked at the ps of three nother format r of plass r there as jet borders cat distance k cars were ad tank ears the field on ked by the Ol :30 a.c. and t dispersal	ntified on fort bombers. The print in wodge of planes were not be observed of type-30 planes field. There aircraft each ling one had be didned and remain was observed no flying bet continually at that there were seen at 7 April. On 1, practiced to 2:30 p.m. on 1.	ar planes. From the weather was per formation cross of fitted with at the per second of the first and the fitted from the control of the fitted from the fitte	m 8 a.m. in partly closed the inviliary in point of the way in the third and the control as control	to 6 p.m. budy. field at fiel tanks. f observed, bus from that a ree planer mites. On April, PApril, p.m. on (2) bombers, flying s were
X1 X1 X1 X1	on 2 April, there was f About 11 a.m., three je an altitude of about 50 The landing of these pl vetion. On 3 April, 13 to other planes were pa 10 a.m. to 6 p.m. Grouplane began to tax; whe would then assemble in the would then assemble in 10 April, the same number of pood weather and 6 p.m. on 8 April, [1] Twenty-one railroad tend 3 April, and six railroad tand 3 April, and six railroad to 10 April. Between 9 observed at the aircraft	were ador lying by jet tonkers fl meters. The anes could r type-27 ar rked at the ps of three n the proced wedre format r or places r there as jet borders cat distance k cars were ad tank cars the field on ked by He Ol 30 a.m. and t dispersal field. ce was hold as attended nown as bae and a senior a book of a	ntified on fort bombers. The property of the content be observed to be observed in gone had been aircraft each ding one had been and remained the continually restricted to the continually restricted to the content of the continually restricted to the content of	ar planes. From the weather was per formation cross of fitted with an experience of the first of	m 8 a.m. in partly closed the inviliary in point of me were of jet homber than 30 min to 30 min to 30 min to 30 min. Bet to the field. eld at 2 2 / pril. Indual jet to was no let bomber ind mention of mention who woundered bluer read derived the proper of the proper to the proper	p.m. on (2) both tanks. cobserved. cobs
X1 X1 X1 X1	on 2 April, there was f About 11 a.m., three je an altitude of about 50 The landing of these pl vetion. On 3 April, 13 No other planes were pa 10 a.m. to 6 p.m. Grouplane began to tax; whe would then assemble in plane began to tax; whe would then assemble in paper, the same number in spite of good weather and 6 p.m. on 8 April, observed from grant (1) Twenty-one railroad tank 3 April, and six railroad tank 3 April, and six railroad tank 3 April. Between 9 observed at the aircraft one plane landed at the conference trant colonel who as a bordered blue epaulets a lots. The officers had	were ador lying by jet tonkers fl meters. The anes could r type-27 ar rked at the ps of three n the proced wedre format r or places r there as jet borders cat distance k cars were ad tank cars the field on ked by He Ol 30 a.m. and t dispersal field. ce was hold as attended nown as bae and a senior a book of a	ntified on fort bombers. The property of the content be observed to be observed in gone had been aircraft each ding one had been and remained the continually restricted to the continually restricted to the content of the continually restricted to the content of	ar planes. From the weather was per formation cross of fitted with an experience of the first of	m 8 a.m. in partly closed the inviliary in point of me were of jet homber than 30 min to 30 min to 30 min to 30 min. Bet to the field. eld at 2 2 / pril. Indual jet to was no let bomber ind mention of mention who woundered bluer read derived the proper of the proper to the proper	pudy. field at field

	Approved For Release 2003/08/06 : CIA-RDP82-00457R012100160010-3
	25X1 25X1
	SYCTMS
	300 × 100
5.	Soviet personnel of the field stated that a long train loaded with AA guns was unloaded at the Drane freight station during the night of 7 and 3 April. (h) On 10 April, five railroad tank cars arrived at the field from Riesa port. (2)
6.	Since 7 April, the gate of the installation has been juarded by an officer in addition to the three soldiers usually posted there. On 12 April, this officer checked all incoming vehicles and passengers.
(1)	omments. The report indicates that brand sirfield was still occupied by a bomber regiment, only 16 sircraft of this regiment have been observed since early Tarch 1952. The location of the nine other planes which previously were stationed
(2)	there, has not been determined. The arrival of these realroad tank cars has not been reported The tank cars observed on 12 April may be identical with those which reportedly arrived from Micsa on 10 April.
(3) (l _i)	For sketch of the system of rurway lights, see Annex. According to other information, the train concerned was definitely loaded with AAA personnel and AA guns which came from Farchim.

25X1



25X1



25X1